

BLACKBERRY BRANDY.
A delicious liqueur, and invaluable for diarrhoea and chills.
Per litre bottle ... \$2.25
... " " ... 1.25
H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857

BLATZ
THE STAR
MILWAUKEE
BEER.
Per Cask of 10 doz. Pints, 32s.
SOLE AGENTS—
H. PRICE & CO.

No. 13,535 號五十五年九月十日 陸上十日月光十二號 HONGKONG, WEDNESDAY, JULY 31ST, 1901. 壹九零壹年九月十日香港英港壹零九百零壹年九月十日

PRICE, \$2½ PER MONTH

CHAMPAGNE.

JULES MU MM.
A HIGH CLASS WINE.
CASE PINTS, \$50.00 QUARTS, \$48.00

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 18, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

Fine OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong from their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S

PRICE \$16.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.30 p.m. Every 10 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.30 p.m. Every 10 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.45 p.m. to 7.15 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS on Week Days.

EXTRA CARS at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 35 & 40 Queen's Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 1st April, 1901.

VICTORIA CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in the respect.
We are Agents for the famous NEW
HOWE' and MONOPOLY CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.
McKIRDY & CO.
43 & 45, QUEEN'S ROAD EAST
Hongkong, 1st April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORLTAND CEMENT.
\$5.50 per Cask of 375 lbs. net or Factory.
\$3.50 per Bag of 250 lbs.
SHEWAN, TOWNS & CO.
General Managers.
Hongkong, 1st June, 1901.

CAEBOLINUM ATTENUABILIS.

USED FOR OVER TWENTY YEARS.
Throughly reliable preparation for Wood
and Stone against White Ants, Lice, &c., Kangaroos
Rats, and Dauvers. Soluble in Oil, Gasoline, &c.
LUTGENS, LINSTROM & CO.
Hongkong, 1st August, 1901.

AQUARIUS.

SPARKLING MINERAL TABLE WATER.
MADE ENTIRELY FROM PURE TREBLE-DISTILLED WATER.
GUARANTEED FREE FROM ALL IMPURITIES.
PER 1 DOZ. QUARTS ... \$2.50
PER 1 DOZ. PINTS ... 1.75
EMPTIES ALLOWED FOR ON RETURN AT THE RATE OF \$1 PER DOZ. QTS.
AND 75 CENTS PER DOZ. PTS.

SOLD AGENTS—

CALDBECK, MACGREGOR & CO.

16, Queen's Road, Hongkong, 30th July, 1901. WINE AND SPIRIT MERCHANTS.

IF YOU DO DRINK

WHISKY

D R I N K T H E B E S T

IF YOU WANT THE BEST SCOTCH HAVE—

OUR 10 YEARS' OLD DUNDEE.

IF YOU WANT THE BEST AMERICAN HAVE—

CYRUS NOBLE OLD BOURBON
OR O.P.S. PURE OLD RYE.

SOLE AGENTS—

WATKINS, LIMITED,

66, QUEEN'S ROAD CENTRAL.

JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR
INDIGESTION, DYSPEPSIA, FLATULENCY
AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY.

PHOTOGRAPHIC PLATES, PAPERS
AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

Egyptian CIGARETTES

OF THE CHOICEST DESCRIPTION.

MANUFACTURED BY

D. G. GEORGACOPULO, CAIRO,
AND AS USED IN ALL THE PRINCIPAL MILITARY MESSES IN EGYPT.

PRICES.

"Cleopatias," PER 100 ... \$2.00

"Cheops," PER 100 ... 3.25

LANE, CRAWFORD & CO.

SOLE AGENTS.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are frequently known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL."

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG.

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Caselli.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

Approved,

F. A. MORGAN,

Commissioner of Customs.

Customs House, Canton, 22nd July, 1901.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

KELLY & WALSH, LTD.

NEW BOOKS.

China and the Allies, by A. H. Savage Landor, with Illustrations and Maps. 2 Vols. ... \$19.00	Dog's Tail Wagged, by R. J. L. Price: A Book for Middle-aged Children. \$1.75
Sir H. Parkes in China, by Stanley Lane-Poole. ... 2.00	English Seamen in the Sixteenth Century, by J. A. Froude ... 2.25
Chins under the Seanchieh, by William Arthur Connelly, Editor of the "Chung-ki-chia Lin-pu." ... 3.50	Keye's and Malleson's History of the India Mutiny of 1857-8. 6 Vols. ... 13.50
The Last of the Great Scouts, the Life-story of Col. William F. C. Cody ("Buffalo Bill") by H. Cody Wolford: Conversational Dictionary of the English, French, and German Languages, in Parallel Columns, for the use of Travellers and Students, by Geo. F. Chambers ... 3.50	Annals of Switzerland, by J. M. Colton ... 2.75
Notes on Speci-Making, by Brander Mathews, Professor of Dramatic Literature in Columbia University ... 1.00	Under the Dragon Flag: My Experiences in the China-Japan War, by James Allan ... 1.50
Wise Womenhood, Familiar Talks on Life and Conduct, by Margaret E. Sampson ... 2.25	FOR THE RAPID AND EFFECTIVE DESPATCH OF YOUR CORRESPONDENCE YOU SHOULD USE THE
The Lover's Republic, an Englishwoman's Love Letters, by M. A. Terry ... 2.00	YOST TYPEWRITER.
Six Months in the East: Travels in China, Japan, and Java, by M. A. Terry ... 5.00	Catalogues and Full Particulars upon Application. ... 1.50
Work (Travel), by Emile Zola, translated by Ernest Visotzky ... 2.25	

I hold a Large Stock of Claret in Wood, Samples of which will be forwarded on application.

G. GIRAUT.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED.)

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c., "GLADIATOR" Packing for High Pressure, Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAUCASIAN METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent ... THOMAS SKINNER.
Superintendent ... ARCHIBALD BITCHIE.

DODWELL & CO., LIMITED, General Manager

145]

A. FONSECA,
Manager.

Hongkong, 1st December, 1899. [52]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the Tram Terminus.

Tel. 56.
For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1901. [53]

THE WAYERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH. [51]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 4

INTIMATION.

A. S. WATSON & CO.,
LIMITED.
WINE MERCHANTS.
ESTABLISHED A.D. 1841.

CLARETS.

	Per Case 1 doz. Qt.	Per Case 2 doz. Qt.
ST. ESTEPHE	\$6.96	\$7.56
ST. JULIEN	9.00	9.60
LA ROSE	12.96	13.92
CHATEAU HAUT BRION		
LARRIVET	18.00	19.20
CHATEAU MOUTON D'AR-		
MAILHACQ	21.00	22.20
CHATEAU PONTET CAR-		
NET	25.00	
CHATEAU LA TOUR CAR-		
NET	30.00	
CHATEAU RAUZAN	42.00	
CHATEAU LAFITE	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUE CARNET
CHATEAU RAUZAN AND
CHATEAU LAFITE

are commended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY

(35)

BIRTH.

On the 29th July, at 3, Victoria View, Kowloon, the wife of H. BARTON, of a son. [1921 MARRIAGE.]

On the 9th July, at St. Andrew's Cathedral, Singapore, by the Rev. W. H. C. Dunkerley, M.A., Father, son of the late Wm. BISHOP, of Bishop, to Lizzie, daughter of the late J. A. NELSON, of Rokewood Junction, Victoria.

DEATH.

On the 22nd July, at No. 8, 3, Kitano-cho, Nichome, Japan, HERMANN MARCUS, aged 33 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VIEUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 31st July, 1901

WHILE it is not always possible to find oneself in accord with all the methods of the Navy League, and while it is open to one to consider that its pronouncements are occasionally unconvincing, from a suspicion of exaggeration, it can be denied by no one that a great deal of useful work is constantly being performed by the League in calling general attention to serious defects in our naval equipment. We gladly therefore publish the letter in another column, which has been forwarded to us by the Hon. Secretary of the local branch of the League. The points which Messrs. H. SEYMOUR TROWER and W. CAUDLE CUTTCLE make at the commencement of that letter are too strong to be passed over. We have from time to time ourselves published articles by recognised authorities, written for various home papers, bearing on the same or similar questions, and it will not be necessary here therefore to restate the arguments to which the Navy League can appeal to support its contentions. One comment, however, must be made. The writers of the letter which we quote allude to the present weakness of the Mediterranean Squadron. Now, as is well known, this Squadron has partly been weakened in order to strengthen the British fleet on the China Station. Russia threatens still further to augment her fleet in these waters, in which case the Navy League and its supporters naturally will look for a corresponding increase in the British naval strength in the Far East. But the League tells us that now is the time to send reinforcements to the Mediterranean. The problem of how to strengthen both these squadrons, while at the same time maintaining the strength of the Channel and other fleets, is not capable of immediate solution. Moreover, it is plain that the strain thrown upon our resources by fitting ourselves at once to meet even a two-power combination

on every station is enormous. While we are in full sympathy with the most of the main lines of policy advocated by the League, we do not see what practical suggestion has been made for the immediate future, nor whether the League proposes any reasonable limit to our naval expansion to meet other nations' increases. As to the latter point, it must be plain to advocates of the three-power standard that a combined-building effort of the three wealthiest nations would land us in great straits. We would suggest to such plenders that the attitude of *Althansius contra mundum*, in other words the policy of "glorious isolation" will lead them further than they mean to go.

The German mail of the 27th June was delivered in London on the 29th inst.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

We are compelled through want of space to hold over the Report and Accounts of the Tibetan Planting Co., Ltd.

The police authorities at Shanghai have directed that foreign constables are relieved from street duty during the middle of the day, owing to the extreme heat.

We call our readers' attention to the alteration in the time of departure for Europe of the next French mail. The *Eridan* will leave on Saturday, the 10th prox., instead of as usual on a Monday.

Mr. Peacock, who was well-known to residents in Macao and to many in Hongkong, left Singapore for Penang at short notice on the 22nd inst. to join the Chinese Protectorate there. Mr. Peacock's place in the S.C.C. football team says the Singapore papers, will be hard to fill, for he was one of the best men the Club had.

The local agents of the Nippon Yumen Kaisha inform us, with reference to the recent stranding of the *Kinshui Maru*, that they are advised by telegram from their Head Office that the steamer will dock for repairs at Shanghai and will not proceed on to Hongkong. The cargo for Hongkong and Manila will be shipped from Shanghai to this port by an outside steamer.

We have received the subscription-list of St. Anthony's Chapel, West Point, of which the Rev. E. Taverna, R.C.M., is chaplain, and the Chapel of the Sacred Heart of Jesus, West Point, which is under charge of the Italian Sisters. We note that the subscriptions amount to \$844, for which Mme. Lucia O. Musso returns grateful thanks on behalf of the chaplain and sisters. We are unable through want of space to give the full list. The expenses amount to \$1,00, so that \$166 are required to meet these. Further small donations are solicited.

A correspondent draws attention to a grievance of the Hongkong Boat Club. Owing to the Club raft, used for swimming purposes, having been destroyed in the last typhoon, the Club had a new raft made and moored it in front of and just off the sea-wall at Kowloon near their boat house. There it apparently interfered with no one. After a while the Police stopped in and threatened to prosecute the Club if the "obstruction" was not removed. The raft was taken in and destroyed and the Club have now to do without one. This is encouraging sport with a vengeance, and seems to the observer to be a case of petty Police despotism.

We have received from Mr. Mee Cheung's studio copies of two excellent photographs taken by him at Government House on Thursday, the 25th inst. One represents H.H. Prince Chun and H.E. Sir Henry A. Blake, seated side by side; and the other the whole party at Government House on the morning of the Prince's reception, the Prince being seated in the centre between Sir Henry and Lady Blake, while the remainder, including the Imperial suite, is grouped around. The Hon. T. H. Stewart Lockhart stands immediately behind Prince Chun. Both photographs are really excellently taken by Mr. Mee Cheung and will prove admirable mementos of a most interesting occasion.

It is officially reported from Hsian, says the N.C. Daily News, that the Empress Dowager has appointed in a special decree, Lié Fang (Manchu) and Hsü Shou-ping as Vice-Presidents of the Wai-wu-pu or Ministry of Foreign Affairs, which is to take the place of the obsolete Tsungli Yamen. With reference to the Manchu Vice-President Lié Fang, he was last year a "Chang Ching" or First-class Secretary of the Tsungli Yamen whilst the Chinese Vice-President, Hsü Shou-ping, was at the same period Chinese Minister to Korea. When Li Hung-chang went up to Peking last autumn to conduct peace negotiations both Lié Fang and Hsü Shou-ping were attached to Li's staff as secretaries. It is not yet known who are to be the Presidents of the new Foreign Office.

Some Peking robes and curios were sold at Mr. J. C. Stevens's sale in London on the 25th inst. Among the more important from Peking was a Chinese Imperial seal, in silver, weighing about 14lb., said to be about 237 years old—70 guineas. It was reported to be the seal of the Chinese Board of Rites. We should have thought that such a "relic" ought most decidedly to be returned to the Chinese Government. In this connection we may note some remarks in a home paper, wherein "P. G. A." says—I hope that I am not hyper-sensitive in experiencing a shock reading in the advertisement columns on the front page of the Times newspaper, a canton against disposing of Chinese war loot without first having it valued by an expert. Is this, then, the manner of our civilising and reforming the disciples of Confucius?

The French cruiser *Amiral Charner* left for Taku yesterday.

The London Gazette notifies that the King has been pleased to approve of Mr. Saburo Hisamizu as Consul of Japan for Singapore, Penang, and Malacca.

The Government of Japan is reported to have under consideration the adoption of regulations for the control of house-builders, with a view to improving the architecture and construction of Japanese houses in the large cities.

The Chinese papers state that the Rev. Timothy Richard has received favourable accounts from missionaries at Taiyuan of the peaceful condition of the provinces of Shanxi and the kind treatment received at the hands of Governor Te'en Ch'an-hsie.

While Dutch Government boring operations for water were recently proceeding near the house of the Controller to Siaik, Sumatra, an important discovery was made. At a depth of about 150 metres a curious liquid looking like oil rushed forth. A match was applied, and the liquid burst into a bright flame. It is believed to be petroleum.

On the 19th inst. two men were knocked down on the Yokohama Recreation Ground by a bluejacket of H.M.S. *Terrible* riding on a bicycle, and were hurt. The same afternoon a Chinese boy was also knocked down near the Chinese Consulate by a sailor cyclist from the *Terrible* and broke his leg. The man was arrested by the police but the master was scolded, the bluejacket paying two yen as compensation.

Bishop Potter, the Anglican Bishop of New York who recently visited the Far East, derided a portion of a recent address before the University of Rochester, a criticism of missionaries, and brought out a point to which reference has frequently been made in the Far Eastern Press. "I admire," he said, "the noble lives of missionaries in foreign lands; but I am at a loss to account for the disregard of customs of these foreign countries by our missionaries. In some countries a woman who travels unaccompanied is considered an unprincipled person, and yet our woman missionaries disregard this custom, making themselves the scoff and jest of foreigners. When we go to foreign countries isn't it well to learn and conform to the usages of the country where we are?"

How many residents have heard of Yen Ju-notsyu, writes Q.E.D. in the *Kobe Herald*: how many, having heard of it, have tasted it, and have had their digestive organs set in order? Their stock of little red blood-corpuscles increased? Perhaps the subjoined copy of the label used by its manufacturers, which I have just received from a fellow-resident, whose well-knit frame and sturdy limbs afford the finest testimony to the value of Yen Ju-notsyu, that one could desire to have, will aid in the process of enlightenment. As it deserves to be widely known, if only for its literary characteristics, I append a copy:—Notice. This Yen Ju-notsyu is most nutriment cake for help digest of stomach and increase blood. Therefore who illness or weakness man also earn healthy man if used always this cake it will be very good. Especially it is able to take of milk for baby and it is sweetest for tea cake. Now, isn't it scolded to help digest of stomach?

The following telegram in the Shanghai New Press is a fine example of how news is manufactured. It is quite worthy to rank with Shanghai's own "bundera". The despatch runs:—Hongkong, July 24.—Canton is in a state of terrorism on account of robber bands committing depredations every night without the authorities being able to do anything. They go in bands of forty or so, looting the rich shops and merchants' establishments in the native city just opposite the foreign settlement on the island of Shamian and great fights are of frequent occurrence. The general alarm is therefore increasing to a very serious extent. The foreign Consuls have been warned to prepare for emergencies, as this is looked on as the precursor of a general rising which may assume dangerous dimensions. A French warship is now anchored off the Beguo Forts, in the Canton River, some miles below the city. As this is an extremely unusual thing, it has revolved—the fears of French designs of territorial aggression in case any protest should arise for active interference, as now seems very probable. There is a general feeling in Hongkong that British interests, which are undoubtedly the most important in and about this region, are not at present adequately safeguarded and are in danger.

According to the New American, sensational disclosures may soon be expected which will open the eyes of the Filipino people to real treachery and baseness on the part of their political leaders who pretended at one time to fight only for the independence of their country. Documents are said to have been found, which go to show that Aguinaldo's and his general's dream was the setting up of an empire or kingdom, as soon as the republic should once be firmly established. Emilio Aguinaldo was to have been the emperor or king under the title of Emilio I and the ex-secretary of state of the republic was to have been the first Duke of the empire. This same embryo Duke, Pedro Paterno, is said to have been the instigator and moving spirit in this ambitious scheme; only General Luna, the bravest and most honest of Filipino patriots, held aloof and rejected all offers, saying he fought for the liberty of the people, not for politicians. This is presumed to have been a moving factor in his assassination, ordered by Aguinaldo. Aguinaldo is said to have been embarrassed when questioned on the subject, and while he did not acknowledge the truth of the story, neither did he deny it, but seemed surprised that the secret was out. This is the New American's version of the affair.

Some Peking robes and curios were sold at Mr. J. C. Stevens's sale in London on the 25th inst. Among the more important from Peking was a Chinese Imperial seal, in silver, weighing about 14lb., said to be about 237 years old—70 guineas. It was reported to be the seal of the Chinese Board of Rites. We should have thought that such a "relic" ought most decidedly to be returned to the Chinese Government. In this connection we may note some remarks in a home paper, wherein "P. G. A." says—I hope that I am not hyper-sensitive in experiencing a shock reading in the advertisement columns on the front page of the Times newspaper, a canton against disposing of Chinese war loot without first having it valued by an expert. Is this, then, the manner of our civilising and reforming the disciples of Confucius?

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

THE CRISIS IN CHINA.

SHANGHAI, 30th July, 8.15 p.m.

INTER-CHRISTIAN CONFLICT.

A pitched battle took place about the 20th July at Hanchuan, in Hupeh, between the Roman Catholic and Protestant converts.

The Wuchang officials are now examining into the affair.

EMPEROR AND EMPRESS
BOTH ILL.

Intense heat now prevails at Hsianfu and there is much sickness, the patients including the Emperor and the Empress Dowager.

LONDON, 29th July, 7.25 p.m.

HOW THE POWERS HAVE
DELAYED REFORM.

The Times, in the course of a leading article on the situation in China, says that the Powers have deferred reform by leading China into an enormous debt.

GENERAL NEWS.

LONDON, 29th July, 7.25 p.m.

THE GRANT TO LORD ROBERTS.

The King's message to Parliament asks for a grant of £100,000 to Lord Roberts.

REUTER'S SERVICE.

LONDON, 27th July.

THE NEW GERMAN TARIFF.

The new German tariff, which has been published subject to parliamentary amendment, increases the duties on all cereals, agricultural produce, and cattle. The duty on tea is fixed at one hundred marks per hundred kilogrammes, coffee at forty marks, spicae at fifty marks, and sugar at all kinds at forty marks.

STATEMENT ON AFFAIRS IN CHINA.

Viscount Cranborne in the House of Commons stated that the occupation of Shanghai by foreign troops is understood to be temporary only. Great Britain, he said, was not in a position to dictate to the foreign powers in regard to China.

THE NORTHERN RAILWAY.

Concerning the Northern Railway, he had no reason to believe that Russia, at the proper time, would not give up the section outside the Great Wall.

LONDON, 28th July.

M. DOUMEE SAILS FOR INDO-CHINA.

Governor General Doumer has started for Indo-China to resume the Governorship.

THE VLAKFONTEIN ALLEGATIONS.

The War Office publishes the statements of Lieutenant Horn, three men of the Derbyshire Regiment, and three men of the Yeomanry, describing the shooting of British wounded by the Boers after the battle of Vlakfontein.

TEBRAU PLANTING COMPANY,
LIMITED.

A meeting of shareholders of the above Company was held yesterday at noon at the Company's offices, Nos. 38 and 40, Queen's Road Central. There were present:—Mr. H. Humphreys (chairman), and Messrs. J. A. Jupp, W. D. Sutton, Lam Chun Pak, J. M. Wong, and W. C. Taylor (secretary).

After reading the notices convening the meeting, the CHAIRMAN addressed the shareholders as follows:—Gentlemen.—The report and statement of accounts having been in your hands for some days, I propose, with your consent, to follow the usual course and take them as read. I have very little to add to the report of the estate manager, which you have no doubt read and nothing, I regret to say, of a reassuring or hopeful nature. A long letter has just come from Mr. Larken which requires your consideration, but as any discussion bearing on it hardly comes within the scope of this meeting, I propose to hold an informal private meeting as soon as you have passed the accounts. You will notice that we have again not drawn any fees for general management. If there are any questions, I shall be glad to answer them.

There being no questions, the CHAIRMAN proposed that the report and accounts as presented be adopted.

Mr. LAM CHUN PAK seconded the proposal.

The CHAIRMAN.—That is all the business before the meeting.

C. M. STEAMER YANGTZE.

The C.M. steamer *Yangtze*, from Glasgow and Liverpool, left Singapore for this port on the 20th inst., and may be expected here on or about the 5th prox.

The "Glen" Line steamer *Glenturret*, from Middlesex, Antwerp and London, left Singapore yesterday morning, and is due here on the 4th prox.

The six ex-C.M. steamers *Changtwo* reached New York on the 10th inst.

The six ex-C.M. steamer *Hyson*

THE GOVERNMENT AND THE PETITION.

The blue-book, which now appears under the title of Correspondence regarding the Sanitary Condition of Hongkong and Memorandum on Petition dated 25th June, 1901, has been awaited with no little interest in the Colony, and we propose how to give the principal parts of it more or less fully. Its contents are—The letter of the Chamber of Commerce, dated the 7th June, together with the reply of H.E. the Governor; and the Chamber's letter of the 24th June; a letter, dated the 5th July, from H.E. the Governor to Secretary of State for the Colonies respecting plague in Hongkong; numerous enclosures, including the Petition forwarded to the Secretary of State for the Colonies by the residents of the Colony, to which are appended memoranda by Hon. W. Chatham, Acting Director of Public Works, and Hon. F. H. May, Captain Superintendent of Police, designed to rebut certain of the allegations made in the Petition; a longer memorandum on the Petition, signed by Hon. J. H. Stewart Lechitton, Colonial Secretary, Hon. W. Chatham, President, and Hon. F. H. May, Vice-President of the Sanitary Board; and several smaller enclosures. We give first H.E. Sir Henry A. Blake's letter of the 5th July—

Government House,

Hongkong, 5th July, 1901.

Sir—I have the honour to forward for information particulars of the epidemic of plague with which unhappily this Colony has been visited during the present year.

2. Last year there were only one or two cases per week down to the end of March, with the exception of the three weeks ending 24th March during which no case was reported. From the 7th April the returns showed from twenty cases to ninety cases per week, the latter figure being for the week ending 30th June, when the disease subsided, the week ending on 16th August showing 28 cases, and the following week 9. The four weeks of November were the only four consecutive weeks free from the disease, the two last weeks of the year showing each only one case.

3. As Rinderpest had been prevalent on the mainland and I have observed some mysterious connexion between Rinderpest and Plague, which frequently develops after Rinderpest has been pronounced. I sent early in January for the Medical Officer of Health and instructed him to send at once his suggestions for dealing effectively with a possible recurrence of Plague in epidemic form during the year, and on the 28th January I received his suggestions, anticipating that No. 9 district would probably be the worst; he recommended that—

(a) European Constables should make a thorough house-to-house visitation once a week, each to speak Chinese or have an Interpreter.

(b) That to prevent the depositing of dead bodies on the street, the police patrol of that district should be augmented by swearing in fifty Indian soldiers as Special Constables to be controlled by a European Officer, the same system to be extended to other districts, should the Plague spread.

(c) That the Light Regulations (See. 31 of Ordinance No. 13 of 1888) should be re-enacted in plague districts, and that they should be at once applied to the Western part of the City.

(d) That in case of dead plague bodies being found in back-lanes, which could not be controlled by the Special Police, every house in the lane should be cleaned and disinfected.

(e) That a reward of five dollars should be offered for such information as would lead to the conviction of persons depositing dead bodies in the street or public thoroughfares.

(f) That a reward of one dollar should be offered for every living case of Plague reported to the Tung Lo Hospital (an excellent Charitable Institution supported entirely by the Chinese) or nearest Police Station, and that in all such cases Government should pay two dollars for each floor disinfected, as compensation for small articles that might be destroyed or damaged in the process of disinfection.

(g) Should disease spread in spite of these precautions, a further European Staff would be required to assist in disinfection.

4. With the exception of the regulation made under Ordinance No. 13 of 1888 that all Chinese should carry a lantern, a regulation of which the Colonial Secretary and the Captain Superintendent of Police disapproved, I approved at once of all these proposals and, in addition to the Police, the residents' number of men was lent by the Military Authorities, isolated matched accommodation being prepared for them at the expense of this Government and extra pay given to them, as during the epidemic of 1894.

5. Further suggestions were made by the Sanitary Board for the improvement of the Sanitary staff and were adopted. Unfortunately the health of Mr. Dandy, the Chief Sanitary Inspector, broke down, and on his departure I have recommended the appointment of an Assistant Medical Officer of Health.

6. From the middle of February the cases began to increase. In the week ending 23rd February there were five cases reported, which increased to fourteen in the second week of April, the next week's returns showing sixty-five cases, the first week in May ninety-three, and the following week one hundred and twenty-eight. In the first week of June it reached two hundred and twelve, with two hundred and six deaths. The second, third, and fourth weeks in June the returns were one hundred and fifty-nine, one hundred and forty-five, and one hundred and fifty-three, while the last week it sank to sixty.

6. By this time the people became seriously alarmed. Since the 11th May twenty-five Europeans had been attacked in disease and died.

The public Press published letters and articles that increased the alarm, which was intensified among the Chinese by the refusal, under your instructions, to permit the removal to Canton, in 1894, of any person suffering from plague, even under conditions of regulated precautions. An exodus of the Chinese community ensued, which has had the result of paralyzing certain works in the Colony and has caused the greatest inconvenience and loss. I addressed you on this subject by despatch No. 239 of the 29th ultime. On the 7th ultimo, the Chamber of Commerce addressed to the Government the letter of which, with my reply, I enclose a copy, and also of a further letter of 24th June, of which a copy is also enclosed, and which I propose to answer, giving them full information as to sanitary matters, which is now being collated.

7. From the first I have watched the returns day by day with an anxious endeavour to satisfy myself if the very full scale submitted afforded ground for a workable theory as to the cause of the disease. How does it originate? How is it propagated? Is it a dirt disease, a drain disease, or is it caused by want of light and air? or by some atmospheric condition not yet grasped by scientific research? Is it infectious or contagious? Is it also some or propagated by vermin? The last theory holds water to a certain extent, for undoubtedly the advent

of plague-stricken rats has been very frequently followed by cases of plague, and

patients have been received in hospital with bites about the ankles, the serum from which was found to be swarming with plague bacilli. On the other hand a large number of the rats collected, against which vermin we have been waging war for the past eighteen months, have been found by the coolies engaged in collecting the city rubbish to removal, to whom the reward is a matter of great concern. These men, I am informed, carry the rats sometimes about them until counted out to the Inspector, lest their prize should be appropriated by their fellows, yet none of these men have contracted the disease. Again the plague charter show an invariably rapid fall from the maximum plague rate to normal. The epidemic always ceases in from three to four weeks.

I attached a chart of plague cases in the years 1892, 1893 and 1901 that will show how constant is this condition of rapid recovery. This rather favours the theory that the epidemic is due to atmospheric condition. I have no reason to believe that the Sanitary Staff are not doing their duty faithfully, and if they are, then with the large powers given to the Medical Officer of Health there should not be in Hongkong a house unfit for habitation, nor should any house be compelled to continue in an insanitary state. At present there seems to be a preponderance of opinion among the community that the plague is attributable to overcrowding, insanitary dwellings, and a bad system of drainage. But while all or any of these conditions may contribute to the perpetuation of the disease the fact remains that one of the worst districts in the Colony this year is at Hung Hom, a newly-built quarter on Kowloon peninsula of two-storyed houses, fronting streets 50 feet wide and inhabited by the best paid working men of the Chinese community—the workmen of the Whampoa Dock Company. I was struck by this fact in apparent opposition to the various theories, that I requested Major-General Gascoigne to permit an officer of the Royal Army Medical Corps to make an independent report upon it, placing the services of a Sanitary officer and an officer of the Public Works Department at his disposal. I attach his report.

8. The very high percentage of mortality helps also to suggest my attention. In the epidemic of 1892 it was 91.12 per cent. In 1893, 89.45 per cent. In 1901, 94.56 per cent. This percentage is higher than that reported from other places, and is generally supposed to be much higher than at Macao or Canton, though there are no figures available for the latter, and at Macao local conditions render statistics on this subject unreliable as plague patients go across the harbour to the Chinese hospital in great numbers. I have visited the plague hospital on two occasions and thoroughly inspected it. Nothing could be more entirely satisfactory than its arrangements, and so far as I could see nothing was wanting in the treatment or the surroundings. Yet there must be some cause for the exceptional mortality. On reading the report of the action taken last year in Bombay, I found that patients were allowed to remain in houses to be nursed by their friends under proper restrictions, and early in May I suggested that the experiment might be tentatively tried here, but the suggestion was not accepted by the Sanitary Board. Personally I have little doubt that with such a regulation the mortality would not be so high. The plague hospital is at the extreme western extremity of the town, and the carriage of a plague-stricken patient in an ambulance, which until I ordered wheeled ambulances with pneumatic tyres, consisted of a cot slung upon a pole, and carried for two or three miles by two coolies, could not be conducive to the recovery of the patient.

9. On the 10th May, I authorized the erection of a marshalled plague hospital at Yau Ma Tei on the Kowloon peninsula and obtained from Major-General Gascoigne the services of Dr. Stewart of the Indian Medical Service to relieve Dr. Thomson from his duties as Medical Officer of the Gau, so that his entire time should be devoted to plague work.

10. On the 20th May, I authorized the employment of a launch and of two junks, in which patients could be taken to the plague hospital from the eastern district, or dead bodies sent for burial, that they might not be carried through the streets. At the same time additional accommodation in the shape of a good and airy matched was provided at Kennedy Town and two additional nurses were engaged.

11. Feeling that if the disease is propagated by vermin, the Chinese coolies ought to have an opportunity of washing, I directed the Public Works Department to erect a number of mat-sheds with arrangements for hot water. It was generally assumed that the Chinese coolie would not avail himself of this means of cleanliness, but the thousands who have since flocked to these bath houses have shown that they are ready to avail themselves of any opportunity for securing personal cleanliness, and the Sanitary Board has requested that more mat-sheds may be erected, and provision made for permanent baths. It has been suggested that the working women shall have like facilities, but the Board reports that they would not use them. I propose, however, that one or two shall be provided as an experiment.

12. I have now given you every information as to the efforts made to combat the disease during the present year, efforts that I regret to say seem to have been unavailing. From one experiment just completed it is possible that good results may be obtained. Seeing in the Bombay reports that where a house was thoroughly disinfected plague did not recur that year, and observing from the full particulars given in our returns of the past three years that more than one case in any house was comparatively rare, I directed the Medical Officer of Health to select the worst centre of the disease and to thoroughly disinfect a given area (hitherto only the floor on which a case occurred was disinfected). This was carried out on the 21st and 22nd June, and if within that area no more cases occur this year, I think it will afford grounds for taking legal power to disinfect all houses within the City when next year it will be advisable to employ a very large number of men in February and disinfest the entire city by quartier. If that does not succeed, the question will remain what structural changes shall be carried out, and what property removed, destroyed or rebuilt.

13. In approaching this question it must be remembered that we should be dealing with property worth from £100,000 to £150,000 per acre, and I do not feel competent to deal with so large a question without first obtaining the advice of an eminent Sanitarian. The letter of the Chamber of Commerce shows that a considerable section of the community consider the drainage to be in a dangerous condition. The Sanitary Board point out that houses are too high and call for an Ordinance restricting houses to once and a half the height of the width of the streets measured from kerbstone to kerbstone, and have on general principle that I cannot gainsay recommended that six private streets at the ends of which are houses erected over archways shall be entirely opened by the removal of the latter, which will, the Acting Director of Public Works estimates, cost one hundred and seven thousand dollars.

If one or the other assumption of the cause of plague-stricken rats has been very frequently followed by cases of plague, and

in nearly all cases heads or assistants of bureaus, or collectors of customs or of internal revenue. Such places will for the present be held generally by Americans, whatever the depletion in the existing force. Some of the provincial appointments made by the Civil Commission have been from this list, and usually they were made at the suggestion or upon the petition of natives. Since this shows that the work has been so well done as to command native admiration, it almost follows that if Americans are continued in such places, little or no complaint will come from natives on that account. The enlisted men detailed for civil places have been filling clerkships, teaching schools, and in various ways assisting the higher officers. Some of the men have done as well as school teachers that the Civil Commission promised to undertake to secure their discharge in order that they may be regularly transferred to the force of teachers of English. It was at Capo, in Pafay, that a coolie addressed a speech of welcome to the Commission, and did it so well as to make the incident one of the most memorable of the southern trip. This boy was the pupil of a private regular soldier, who had gone 30 miles back into the mountain country to teach the children English. The same soldier brought down several of his pupils to show how they could sing in English, which they did very well, making almost needless his assurance that they knew not only the tunes but also the meaning of the words that they sang. The Commission felt that the sort of material in that teacher could do better shooting service for the country with young ideas than in the uniformed ranks, and Private George T. Schoen, of the Eighteenth Infantry, will doubtless find his talents employed in the future in his new field. There are other instances less conspicuous illustrating the good work soldiers have been doing among the schools. They have confined themselves mainly to English teaching, but the readiness with which soldiers fit into their environment has enabled some of them to pick up the dialects and to make profitable use of them in their work.

Now that teachers of English are to go out among the islands, they will find that what schools have done, if not systematic, has been practically helpful in making the ground hungry for seed. The Civil Service Board has been in something of a quandary in regard to the action it should take toward bringing school-teachers under its supervision. Teachers now arriving from the United States come so highly recommended for experience and other qualifications, and their stay as teachers is likely to be so short, that the Board has not felt it necessary to advise that they have its certificates. Native teachers who are to be trained in normal institutes and in the Normal College will have diplomas or something of that kind to show their training. Since the Board is disposed to select from three eligibles whose names the Board furnishes, Americans have almost invariably been preferred. Criticism points to the requirement of the law in relation to preferences, which is that the only preference allowed in appointments, other things being equal, must favour first natives of the islands, and then honourably discharged soldiers, sailors, and marines. Since applicants may elect whether they shall be examined in Spanish or in English, those taking the Spanish examination for certain grades have done so fearing that the law promised them as much consideration as it promised those whose papers were in English. The habitual bestowal of appointments for which they had become eligible upon Americans has led to complaints of bad faith. Appointing officers fall back on their discretionary privileges in explaining their course, or justify it on the ground that qualifications were not equal, since the Spanish applicants did not understand English. Since lack of English had not disqualifed them for examination or for eligibility, this plea does not improve their opinion of official sincerity. On top of this injury, the officials piled the insult of tendering to native applicants positions in grades lower than those for which they had been examined and become eligible. Natives who passed for clerks have thus found themselves appointed messengers. Such appointments have been so frequently declined as to make almost imperative some assurance by the Board to prevent natives from thinking that it is not intended to give them fair play. Members of the Board have already felt constrained to excuse the omission in the Manual of Information of notice that eligibles acquainted with English would be preferred over those unacquainted with it, by saying that they did not anticipate such a preference. No reflection need be cast down on the good intentions of the Board in regarding the omission to have been so faint or short-sighted as to call for prompt amends, lest the system suffers discredit in the native mind and many worthy persons whom the law hoped to invite to public service be discouraged from attempting to enter it. Of course many places civil in their functions existed under military government. The work must be done under civil rule, and those who are doing it are probably not to be thrown out because of the change. Many will go soon as they can be spared, because they hold military commissions and have been performing their present duties under assignment. On the other hand, some of the officers assigned are volunteers, who find themselves "footloose" at about the time civil authority is becoming supreme, and who can do better for the service where they are than new men could do at once. The rules permit the retention of such persons in the places they hold. Should the Board think it advisable to order examinations it may do so, but they may be omitted in the Board's discretion, which will probably be exercised that way in view of the vigorous protest against a recent examination order.

THE CIVIL EMPLOYEE.

The present list of employees for civil work contains 3,600 names of persons classified as natives, Spaniards, or Chinese. Nearly all of them are natives. They fill clerkships and other subordinate places, and they do it creditably. As the eligible list grows, many of them will doubtless be submitted to examination in order to test their fitness for the positions they hold. There will be no disposition to remove those who do their work well, the aim being rather to provide that it shall be done in the best manner in all branches of the service. Spaniards have the native facility for keeping books neatly and for performing other details of a clerical nature. The Chinese employees consist of an interpreter, one or two men around the Customs House to pass upon the character and value of the mass of imports from China that reach here, and health inspectors for Chinese residences. About 1,000 in the large towns are unskilled labourers. It is enough if they can do what they are hired to do. Of the enlisted men, nearly 100 are detailed as checkers on foreign vessels and as inspectors. Their places when their terms of enlistment expire can be filled by native clerks, if need be.

POLICE AND FIRE DEPARTMENTS.

It is not yet settled how police and fire departments will be supplied for permanent account. The police force in this city has been particularly efficient, being composed in part of natives and in part of selected volunteer soldiers. They make a fine appearance, are under good discipline and preserve order. The Board has no fault to find, but since the police will become attached to the civil establishment the Board feels as it does in respect to teachers, now technically exempt, that a suitable test should be provided as a condition of employment.

WING CHEONG, DEALERS IN PEASLS, DIAMONDS, CURIOS, JADESTONE ORNAMENTS, BRONZES AND CARVED IVORY WARE, FINE SILKS and GRASSCLOTHS.

General Exporters of ANIREED and CASSIA OILS, &c., to, Stock always on Hand.

An Inspection is Bearightly SOLICITED.

Note.—We beg to announce that we also

buy all kinds of Oils at Moderate Prices.

1 & 3, D'Aguilar Street (Behind Hongkong Dispensary).

Hongkong, 18th April, 1901. [1894-3]

with smokeless powder and armour-piercing shell to destroy them at their leisure. The lessons of the Boer War appear to be still neglected owing to the fact that there is no thinking department at this Admiralty whereby provision is exercised so that provision is made for the eventualities of war. It is needless for the Navy League to enter into detail. The broad fact, which it is desired to impress upon the public, is that the fighting Fleets of Britain are not ready for war; and until the Mediterranean Squadron is made efficient in every respect, the whole structure of the Empire rests on a quicksand.

The non-expense of £4,500,000 voted by Parliament, which occurred under the late Board of Admiralty, notwithstanding the repeated declaration of Lord (then Mr.) Goschen in the House of Commons that the Estimates for the respective years were the least compatible with safety, presented a simple dilemma.

Either the country was unsafe, or the First Lord of the Admiralty was not speaking the truth. Nothing is gained by endeavouring to conceal facts relating to our Fleet, which are well known to the Foreign Powers concerned. England is neglecting her Fleet because the electors believe the Navy to be sound and efficient. So far as the officers and men are concerned, this is doubtless true. The personnel of the Navy is probably more efficient to-day, take it all through, than it was in Nelson's time. From top to bottom the spirit of duty and sacrifice is universal. The defects of the Navy are due to civilian neglect ashore, not to Admirals abroad. The Lords of the Admiralty are over-worked, overwhelmed with detail, have no time to think, and there is no Department corresponding to the German General Staff, where the quality of provision is exercised at leisure, and while we are at peace.

While the intention of the Admiralty is to reinforce when the opportunity arrives, a moment's consideration will show that now is the time, when our relations with France and Russia are on a friendly basis, not when those relations are strained, and when the movements of ships will be watched with jealousy abroad, and might conceivably be hampered by ill-informed comment at home. If reinforcements are delayed until war is imminent, the Admiral in command of the Fleet will have his attention distracted from the business of war by the necessity of educating the raw material flung at his head in a moment of crisis. This is placing an unfair strain on the intellectual and physical powers of any human being. The essence of maritime war is its suddenness. A day gained in striking the first blow may make the difference between the fall of an Empire and the annihilation of its enemy. Naval disaster would be, for Great Britain, final and irreparable. No money, no energy can atone for neglect of the Navy in time of peace. The fighting value of a moderate-sized Fleet, ready for war, is worth many times that of a large body of vessels unprovided with auxiliaries, scattered all over the world, or resting on their beefbones at Portsmouth, Chatham, or Devonport.

The vigorous demand of a determined people for an efficient Fleet is not merely a necessity; it is the one condition of national existence, for England's future, like her past and her present, is on the sea.

EVERYBODY

WHO

KNOWS

ANYTHING

THAT

IS

THE

BEST.

\$12 PER DOZ.

H. PRICE & CO.

Hongkong, 1st July, 1901. [1616]

PIANO TUNING.

If you VALUE your PIANO at all, you

should have IT TUNED REGULARLY by

CONTRACT, and by EXPERIENCED

and TRAINED MEN ONLY, who are

employed by us.

THE

ROBINSON PIANO CO., LTD.

NEW ADVERTISEMENTS

NOTICE.

THE Public are hereby notified that that PIECE OF VACANT GROUND at the junction of Gloucester Road and New Road at Plunkett's Gap, the Peak, comprising Rural Building Lot No. 62, will be CLOSED TO-MORROW, 1st August, and that no access will be permitted thereto for one day.

For the Hongkong and Shanghai Banking Corporation.

T. JACKSON,
Chief Manager.

BUTTERFIELD & SWIRE,
Hongkong, 31st July, 1901. [1929]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1901.

By Order of the Court of Directors.

T. JACKSON,
Chief Manager.

Hongkong, 31st July, 1901. [1925]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 3rd, to the 17th day of August next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors.

T. JACKSON,
Chief Manager.

Hongkong, 31st July, 1901. [1926]

IMPERIAL BANK OF CHINA.

WANTED.

A N experienced man of business to act as COMPRODOR from next China New Year.

Full particulars can be obtained on application to the undersigned.

For the IMPERIAL BANK OF CHINA,

E. W. RUTTER,
Manager.

Hongkong, 31st July, 1901. [1922]

WANTED.

A CHINESE CLERK as BOOK KEEPER; must write clearly and understand English.

Apply by letter only to —

W. BREWER & CO.,
Queens Road.

Hongkong, 31st July, 1901. [1923]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

FRIDAY,

the 2nd August, 1901, at 11 A.M. at Messrs. Funchard, Lowther & Co., Naval Yard Extension, Old V.R.C.

ANCHORS, ROPE, BLOCKS, SHACKLES AND MISCELLANEOUS IRON, &c., &c. (Old and New).

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 31st July, 1901. [1928]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the undermentioned Banks will be CLOSED for the transaction of Public Business on MONDAY, the 5th August.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED.

JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

L. BERKINDOAGUE,
Acting Manager.

For the BANK OF CHINA, JAPAN, LIMITED.

J. W. E. TAYLOR,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI,
Manager.

For the IMPERIAL BANK OF CHINA.

E. W. RUTTER,
Manager.

For the DEUTSCH-ASIATISCHE BANK.

E. F. GROS,
Acting Manager.

Hongkong, 31st July, 1901. [1924]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson will be despatched for the above port TO-DAY, the 31st inst., at 3 P.M. For Freight or Passage apply to

DOUGLAS LA PRAIK & CO.,

General Managers.

Hongkong, 31st July, 1901. [1923]

PORLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamship "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION" between HONGKONG and PORTLAND (Ore.), sailing at SHANGHAI, NAGASAKI, KOJI, KOBE and YOKOHAMA.

THE Steamship "KNIGHT COMPANION" will be despatched for Portland (Ore.) on WEDNESDAY, the 7th August, at 3 P.M. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points.

For through rates of Freight and further information communicate with or apply to ALLAN CAMERON,
General Agent.

or to

SHEWAN, TOME & CO.

Hongkong, 31st July, 1901. [1929]

NEW ADVERTISEMENTS

NAVIGAZIONE GENERALE ITALIANA
(FIORE AND BURATTINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to AMEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENEZIA and TRIESTE; all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALCAS.

Taking cargo of through rates to PERSIAN GULF and BAUDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA."

Captain D. Costa, will be despatched as above on TUESDAY, the 13th August, at NOON. At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 31st July, 1901. [1925]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 14th August, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 31st July, 1901. [1919]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE."

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th August will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 31st August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th July, 1901. [1919]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th August, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 9th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th August at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED, Agents.

Hongkong, 30th July, 1901. [1927]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th August, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED, Agents.

Hongkong, 30th July, 1901. [1927]

NOTICE TO SHAREHOLDERS.

THE SEVENTIETH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

By Order of the Board of Directors.

A SHELTON HOOVER,
Secretary.

Hongkong, 9th July, 1901. [1928]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

S.S. "MOGUL."

NOTICE TO SHAREHOLDERS.

THE SEVENTIETH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

By Order of the Board of Directors.

T. AENOLD,
Secretary.

Hongkong, 16th July, 1901. [1909]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE No. 2288 issued 30th January, 1898, for Ten Shares Numbered 3601/3610 in the above Office, standing in the name of Mr. JOHN HERRICK MCMICHAEL of Shanghai, has been STOLEN, and should the same not be produced before the 6th prox. a New Scrip Certificate will be issued to the said Mr. JOHN HERRICK MCMICHAEL, and no transaction taking place under the said Scrip Certificate No. 2288 will be recognized by the Office.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Limited.

Hongkong, 26th July, 1901. [1881]

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE No. 2288 issued 30th January, 1898, for Ten Shares Numbered 3601/3610 in the above Office, standing in the name of Mr. JOHN HERRICK MCMICHAEL of Shanghai, has been STOLEN, and should the same not be produced before the

TO LET.

TO LET (IMMEDIATE POSSESSION).
3 LARGE UNFURNISHED ROOMS with Separate BATH, use of COOKHOUSE, &c. \$40.
Apply— R. BOE,
Care of Daily Press Office,
Hongkong, 22nd July, 1901. [1842]

AT THE PEAK.

TO LET, FURNISHED or UNFURNISHED, or FOR SALE.

3, MOUNTAIN VIEW.

Apply— ALFRED J. MAY,
Queen's College,
Hongkong, 30th July, 1901. [1913]

TO LET.

N° 6, WEST TERRACE, ONE EUROPEAN HOUSE, consisting of TWO FLOORS, in respectable locality. Rent moderate.

Apply to— KWONG WING SANG,
No. 182, Queen's Road Central,
Hongkong, 17th July, 1901. [1800]

TO LET.

N° 8A, QUEEN'S ROAD CENTRAL.
Apply to— KWONG CHEONG WO,
N° 230, Des Voeux Road,
Hongkong, 5th July, 1901. [1733]

TO LET FURNISHED.

For 2 or 3 months from 1st August.
27, BELLIOS TERRACE, Top Terrace, fine view of Harbour, back entrance from Conduit Road.

Apply to— J. J. BRYAN,
Sanitary Board Office,
Hongkong, 29th July, 1901. [1896]

TO LET.

TWO FURNISHED ROOMS, QUEEN'S ROAD CENTRAL, N° 72, APPLY ON THE PLEMISSES.
Hongkong, 29th July, 1901. [1897]

FURNISHED ROOM TO LET, Privately, with or without Board, in a pretty house in Kowloon.

Reply— M. N.,
Care of Daily Press Office,
Hongkong, 29th July, 1901. [1898]

TO LET.

N° 1, STEWART TERRACE, the PEAK.
Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 17th July, 1901. [1799]

TO LET.

GODOWN, N° 5A, DUDDELL STREET.
Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 5th July, 1901. [1892]

BEDROOM with BOARD. Moderate terms.

Apply— G. L.,
Care of Daily Press Office,
Hongkong, 29th July, 1901. [1875]

TO LET.

N° 12, BELLIOS TERRACE.
OFFICES and SHOPS in BEACONSFIELD ACADEMY, SMALL GODOWN in DUDDELL STREET. For Particulars, apply to— TURNER & CO.

Hongkong, 26th July, 1901. [1876]

TO LET.

A HOUSE in HILL TERRACE.
"FAIRVIEW," Kowloon
"THE RETREAT," MOUNT KELLETT.
Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 13th July, 1901. [1886]

TO LET.

POSSESSION, AUGUST 1st.
THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd. For particulars, apply to— LAUTS WEGENER & CO.

Hongkong, 9th July, 1901. [1730]

TO LET.

IMMEDIATE POSSESSION.
1 LARGE and WELL-VENTILATED ROOM, with BATHROOM, at N° 57, CAINE ROAD.
Apply to— R. J. REMEDIOS,
Mercantile Bank.

Hongkong, 26th July, 1901. [1887]

TO LET SHORTLY.

SHOPS, OFFICES and FLATS, Des Voeux Road Central (Opposite Lane, Crawford & Co.).
Apply to—

HUMPHREYS' ESTATE AND FINANCE CO., LIMITED.
Hongkong, 12th July, 1901. [1124]

BOARD AND RESIDENCE.

Mrs. GILLANDER'S
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1899. [1899]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS with Board.
Apply to Mrs. MATHER,
2, Pedder Hill.
Hongkong, 1st January, 1902.

INSURANCES

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.
Hongkong, 2nd April, 1901. [1842]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSSEN & CO.
Agents.

Hongkong, 16th November, 1872. [19]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st December, 1900,

\$14,732,661.

I. AUTHORIZED CAPITAL... \$3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL..... 687,500 0 0
II. FIRE FUNDS..... 2,337,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.
Agents.

Hongkong, 3rd July, 1901. [1843]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.
Agents for the Phenix Fire Office.

Hongkong, 17th August, 1881. [182]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.

CAPITAL..... \$410,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.
Agents.

Hongkong, 18th May, 1900. [185]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSSSEN & CO.
Agents.

Hongkong, 29th May, 1882. [181]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.
Agents.

Hongkong, 21st April, 1887. [184]

"L'UNION"
FIRE INSURANCE COMPANY, LTD.
(Established 1828).

The Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 1st August, 1900. [1793]

"L'URBAIN"
FIRE INSURANCE COMPANY, LTD.
(Established 1888).

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMALIE & CO.
Agents.

Hongkong, 7th February, 1901. [1893]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSSEN & CO.
Agents.

Hongkong, 16th May, 1892. [1802]

NOTICE OF REMOVAL

W. M. DANBY, M. I. ST. C. E.
TO
6, ICE HOUSE ROAD.

Hongkong, 29th July, 1901. [1895]

H. F. CARMICHAEL

CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG
A. I. C. Code, 4th Edition.
Liefer's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901. [154]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS

SIEMSSSEN & CO.

Hongkong, 3rd October, 1900. [175]

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER

No. 57, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED

15 to 25 per cent. Discount Allowed. [1896]

[ALL RIGHTS RESERVED.]

IN THE VERY NICK OF TIME.

BY ELLIS MARSTON.

Rain, fog, mud, and general depression. A typical November day, the which whose hat missed a chapter in his life against whose dark background the suns and flowers of June stand out in strong relief. Fog and a drizzle that kept on mildly, persistently, gradually wetting through the unwary passenger, who had ventured out without umbrella and overcoat, making the pavement slippery and unsafe for pedestrians, and causing the wheels of passing vehicles to send up plumes of mud against hat or ulster. And still the fog thickened and thickened, until the omnibus seemed running, and the outlines of houses grew dimmer and dimmer, and only a faint light from an occasional crawling lamp showed that life still moved along the roads. It took a strong incentive to make a man leave his warm fireside, his cigar, and his favourite author, to face the chill damp horrors of a night like this, and in my case the incentive was not wanting. I was on the way to visit my fair fiancée, and to dine at the hospitable inn where I had not infrequently stretched my legs. Arrived, as I thought, at the well remembered house—overlooking Hyde Park, I rang the bell, and was admitted by a respectably dressed man, the butler I supposed, who seemed to scrutinise my face narrowly as I entered.

I was considerably surprised, for the Moreton's butler was an old family appendage, quite essential to their comfort and well-being; and I had heard no word of his leaving.

With a hearty "All well, how you, Palmer?" and having divested myself of hat, ulster and galoshes, I ascended the stairs. En passant, gave me leave to say that I hope no one will form a bad opinion of me by the mention of that word galoshes. For no one but my adored Kathleen would I have donned these justly execrable articles; but I could not enter without presence with muddy boots; and a day indoors over sedentary work rendered a long walk necessary to the health both of mind and body. I went upstairs again, and entered the drawing-room, where I was wont to be greeted by the smile and the voice I loved best; but to my surprise was confronted by a stranger.

A man of medium height, and I should say about thirty-five years of age, was standing before the fire smoking, and turned as I entered. Surprised as I was, I noted in a moment the deep set eyes, the square nostrils, and the length of hair from the crown of the head to the chin. "Ah, come at last. I was weary of waiting." Then, as his gloomy eyes looked menacingly into mine, he said with a strong foreign accent. "You are not going to draw back, afraid, eh?"

"Not at all," I said. "I have no reason to fear, but I have made a mistake."

"Ah, they all say that," he said, pulling fiercely at his monstrosity, "it is the last resource of cowards."

"Come," I said neatly. "Be civil, if you please. I suppose I have come to the wrong house; and—"

Before I could finish the sentence he strode to the door, and locked it, then coolly presented a pistol at my breast.

"So," he said in a determined voice. "A traitor in the camp. I am sorry for you—but you had better say your prayers quickly. I will give you ten minutes by the watch on the chimney piece there. You cannot say that I am precipitate."

I struck up my hand and forced a laugh, although I certainly felt far from comfortable.

"This joke has gone quite far enough," I said. "I was on my way to my friend Morton's house. Sir Henry Morton, you know. It seems that in the fog I have mistaken the house. Let me depart quickly or I shall keep the dinner waiting." He meditated for a few seconds, and his brow cleared.

"What is your friend's address?" he asked abruptly.

"43, Clare Place."

"Ah, wrong, wrong, quite wrong! Well go in peace if your tale be true; but if there is treachery, beware! for my arm is far reaching and never spares the guilty."

He spoke with dramatic gestures, and taking a black silk scarf from his waist bound it tightly over my eyes. Then he pressed the steel of the pistol against my forehead, and took me by the arm.

"Attempt to escape or cry out," he said, "and your doom is fixed."

He led me downstairs and into the hall, the door opened, and we descended the steps and went out into the inclemency of the night. He had taken a stiff fit from the hall, and put it on to my head, drawing it down over my face. I felt myself led along the pavement, down one street and up another, and still the conviction strongly possessed me that we were gradually returning to the point from which we started.

At last we stopped, and my conductor removed the bandage. The fog was still so dense that I could only discern a vague outline of his form as he stood a couple of yards distant from me.

"You are free," he said; "but you were never nearer your death than you have been this night. See to it that you breathe no word of what has happened; and if ever we chance to meet, remember it must be as strangers—or you will repent." Then the fog seemed to close over him and he was gone.

I found myself close to No. 48, and wet as I was, I entered the hospitable door, and by the care of old Palmer, was made presentable before I entered the drawing room, and the sunshine of Kathleen's presence.

She was looking her loveliest in the dress that I most affected, a silver-grey poplin, with a running pattern of silver through it, and a bunch of crimson flowers at her waist. Her plentiful nut-brown hair rippled over her pretty head, and fell in adorable little tendrils over her white forehead and the nape of her neck.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels unloading nearest Kowloon are marked *k*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *k.m.*, together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B.R.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 3rd August, at Noon.
LONDON	DEUGALION	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 6th August.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 20th August.
LIVERPOOL, DIRECT	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 3rd September.
BREMEN, VIA PORTS OF CALL	PATEOLOS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 10th August.
MARSEILLES, LONDON, & ANTWERP, V. SPORE, & C.	STUTTGART	Ger. str.	2 m.		MELCHIERS & CO.	On 8th August, at Noon.
MARSEILLES, LONDON, & VIA PORTS OF CALL	SADO MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 9th August, at Daylight.
MARSEILLES & LONDON	ERIKAN	Fren. str.	2 m.		MESSAGERIES MARITIMES	On 10th August, at 6 p.m.
MALACCA, LONDON, & ANTWERP, V. SPORE, & C.	KAWACHI MARU	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 10th August.
HAVRE, BREMEN & HAMBURG	ACILLA	Ger. str.	2 m.		NIPPON YUSEN KAISHA	On 23rd August, at Daylight.
HAVRE & HAMBURG	ALEXANDRA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 9th August.
HAVRE & HAMBURG	SIRIUS	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 27th August.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ARABIA	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 21st September.
NEW YORK VIA PORTS & SUZ CANAL	HUDSON	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 5th October.
NEW YORK VIA SUZ CANAL	ARAEA	Amr. ship.	2 m.		SHewan, TOME & CO.	On 3rd August.
NEW YORK	L. SCHEPP	Amr. ship.	2 m.		CARLOWITZ & CO.	Quick despatch.
NEW YORK	I. F. CHAPMAN	Amr. ship.	2 m.		ARNHOLD, KARBERG & CO.	Quick despatch.
NEW YORK	ARAGONIA	Amr. ship.	2 m.		FORST	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	MANUEL LLAGUNO	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On about 23rd Oct.
VANCOUVER, VIA MOJI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.		SHewan, TOME & CO.	On 7th August.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TATAR	Brit. str.	2 m.		R. Archibald, R.N.E.	On 14th August, at Noon.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	GLENNOLE	Jap. str.	2 m.		G. D. Bowles, R.N.E.	To-day.
VICTORIA (B.C.) & SEATTLE	OSAKI MARU	Jap. str.	2 m.		W. Frakes	DODWELL & CO., LIMITED
PORTLAND (OR.)	KNIGHT COMPANION	Brit. str.	1 m.		S. J. G. Parsons	On 5th August.
SAN FRANCISCO VIA NAGASAKI, &c.	HONGKONG MARU	Jap. str.	1 m.		H. Peterson	On 23rd August.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Amr. str.	2 m.		H. L. Alkin	On 9th August.
SAN DIEGO, &c., VIA MOJI, &c.	STATOOL	Brit. str.	2 m.			Quick despatch.
AUSTRALIAN PORTS	GLYTHE	Brit. str.	2 m.			Quick despatch.
KOBE & YOKOHAMA	YAMBA MARU	Jap. str.	2 m.			Quick despatch.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	2 m.			Quick despatch.
MOJI, KOBE & YOKOHAMA	MIKI MARU	Brit. str.	2 m.			Quick despatch.
SHANGHAI	MASILLIA	Jap. str.	1 m.			Quick despatch.
ANPING VIA SWATOW & AMOY	MAIDZURO MARU	Jap. str.	1 m.			Quick despatch.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.			Quick despatch.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Brit. str.	2 m.			Quick despatch.
SWATOW	THALES	Brit. str.	1 m.			Quick despatch.
MANILA	DIAMANTE	Brit. str.	2 m.			Quick despatch.
MANILA	YUENSANG	Brit. str.	2 m.			Quick despatch.
MANILA & TRIESTE, &c., VIA PORTS OF CALL	SUNGKANG	Brit. str.	2 m.			Quick despatch.
SINGAPORE, PENANG & CALCUTTA	MELPOENE	Amr. str.	2 m.			Quick despatch.
BOMBAY VIA SINGAPORE & PENANG	CHELYDRA	Brit. str.	2 m.			Quick despatch.
BOMBAY VIA SINGAPORE & PENANG	BORMIDA	Ital. str.	2 m.			Quick despatch.

SHIPPING.

ARRIVALS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship.

"CHELYDRA"
Captain Cox, will be despatched as above to DAY, for Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers, Hongkong, 25th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship.

"YUENSANG"
Captain Rolfe, will be despatched as above on FRIDAY, the 2nd August, at 4 P.M. This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers, Hongkong, 29th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamer

"BENGAL"
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 3rd August, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. BITCHIE, Superintendent.

Hongkong, 22nd July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" ... About 3rd Aug.

"JUPITER" ... About 16th Aug.

"KURDISTAN" ...

"SATSUMA" ...

"LENNOX" ...

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 24th July, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI V. SWATOW AND AMOY.

THE Company's Steamship.

"DALJIN MARU"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 4th August, at NOON.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th July, 1901.

FOR NEW YORK.

THE 3/4 A II American Ship.

"MANUEL LLAGUNO"

will load during September and October, sailing about 25th Oct.

For Freight, apply to SHEWAN, TOME & CO., General Managers.

Hongkong, 11th July, 1901.

SHIPPING REPORTS.

The British steamer *Moya*, from Singapore 24th July, had fine weather and light variable winds.

The Japanese steamer *Tumba Maru*, from Singapore 25th July, had fine weather and sea very calm.

The British steamer *Obi*, from Kuchinotzu 24th July, had moderate S.W. winds and fine weather generally.

The British steamer *Hai Long*, from Hoihow 29th July, had showers, light winds and calms; clear weather all through.

VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"DIAMANTE"

Captain J. Rattenbury, will be despatched as above TO-DAY, the 31st instant, at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOME & CO., General Managers.

Hongkong, 26th July, 1901.

VESSELS ADVERTISED AS LOADING.

from Green Island. Vessels unloading nearest Kowloon are marked *k*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *k.m.*, together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

TAMBA MARU KOBE and YOKOHAMA THURSDAY, 1st Aug. at DAYLIGHT

J. W. Wale VICTORIA, B.C. and SEATTLE MONDAY, 5th Aug. at 4 P.M.

TOBA MARU S. J. G. PARSONS MARSEILLE, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 9th Aug. at DAYLIGHT

SADO MARU W. Thompson MOJI, KORE and YOKOHAMA THURSDAY, 13th Aug. at NOON

MARIE MARU M. Yagi VICTORIA, B.C. and SEATTLE FRIDAY, 16th Aug. at DAYLIGHT

SANMI MARU W. Townsend KAMAKURA MARU H. Petersen KOBE and YOKOHAMA MONDAY, 19th Aug. at 4 P.M.

KAWACHI MARU J. S. Thompson MARSEILLE, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 23rd Aug. at DAYLIGHT

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

NORTH PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
<tbl_info

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"TANTALUS"	On 1st August.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 7th August.
GLASGOW and LIVERPOOL	"OBESTES"	On 13th August.
GLASGOW and LIVERPOOL	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 4th September.

HOMEWARDS.

FROM	STEAMERS	TO BAIL
LONDON	"DEUCALION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"PATROCLUS"	On 10th August.

(Taking Cabin at London Rate) S.S. "TANTALUS" left Singapore on 27th instant, at 5 P.M., and is due in Hongkong on 1st August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. CO.

Hongkong, 17th July, 1901.

VESSELS ON THE BERTH.
U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th Aug., at NOON.
"DORIC"	THURSDAY, 18th Aug., at NOON.
"PERU"	SATURDAY, 31st Aug., at NOON.
"COPTIC"	TUESDAY, 10th Sept., at NOON.
"CITY OF PEKING"	TUESDAY, 24th Sept., at NOON.
"GAELIC"	WEDNESDAY, 2nd Oct., at NOON.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, v.v. Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

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